

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 6, 2010

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: JIM MASLANKA, TRANSIT SERVICES

SUBJECT: OCTOBER 6, 2010 MEETING – TRANSITWAY CORRIDOR
FEASIBILITY STUDY UPDATE

The Dedicated Transit Corridors Study is currently being conducted by the City of Alexandria for the purpose of investigating the feasibility of implementing dedicated corridor transit service in the city in three corridors – US 1, Van Dorn/Beauregard, and Duke Street.

Metrorail's alignment through the city limits its ability to serve the broader population of Alexandria. Reaching the goal of offering improved transit services and facilities to more areas of the city requires additional corridors to be considered for enhanced transit services. Understanding this, the *Transportation Master Plan* adopted by the City Council in 2008 identified the following three key corridors (study corridors) for high-quality, frequency, and capacity transit service expansion in the city:

- **US 1**— corridor follows US 1 and connects to future transit corridors in Fairfax and Arlington Counties. The US 1 corridor would serve commuters, residents, and employees with origins and destinations along the corridor; would function as an alternative to Metrorail services (Blue and Yellow lines); and would improve access to key destinations within the city and in Fairfax and Arlington Counties such as Old Town, Potomac Yard, Crystal City, the Pentagon, and Ft. Belvoir.
- **Duke Street**— corridor would connect Alexandria to Fairfax County to the west. It has the potential to serve the Eisenhower East area, Landmark Mall, Foxchase, Alexandria Commons, the King Street Metrorail station, and portions of Old Town. The alignment of the Duke Street corridor in an approximate east/west orientation also would allow it to connect to the US 1 and Van Dorn/Beauregard corridors.
- **Van Dorn Street/Beauregard Street**— corridor would run along Beauregard Street and Van Dorn Street in an approximately east/west direction. On the north, the corridor has the potential to tie to Columbia Pike, Fairfax County, and the Pentagon area. On the south, the corridor would directly connect to the Van Dorn

Street Metrorail station. Key destinations along the corridor include the Van Dorn Street Metrorail station, Landmark Mall/Van Dorn Street commercial areas, Kingstowne, the Mark Center (and BRAC-133 site), Shirlington, and the Pentagon.

Implementation of dedicated transit services in each corridor would improve connectivity between the city's major population and employment centers and have the potential to connect to neighboring jurisdictions.

The Dedicated Transit Corridors Study builds on the *Transportation Master Plan* recommendation for providing enhanced transit service in the US 1, Van Dorn/Beauregard, and Duke Street corridors. The Dedicated Transit Corridors Study involves the following for each corridor:

- Development of concepts to provide enhanced transit services
- Evaluation of different transit mode technologies (bus, enhanced bus, bus rapid transit, and streetcar)
- Evaluation of alternatives for transit operations considering median and side running configurations
- Evaluation of the tradeoffs between mixed traffic and dedicated lane facilities
- Identification of overall corridor implementation action plans to inform and guide future study and engineering efforts for each corridor
- Coordination with environmental permitting agencies to discuss the likely scope of future environmental documentation to be required based on the type of funding to be sought
- Coordination with adjacent localities and regional agencies

The goal of the Dedicated Transit Corridor Study is to identify and adopt a transit enhancement strategy (concept) for each study corridor and provide an action plan to guide future study. The project will involve planning, a conceptual level of engineering, concept-level environmental study, and public outreach and coordination. Current efforts evaluating transit options for the Van Dorn/Beauregard Corridor will provide inputs for Beauregard Corridor Small Area Plan. The overall project is preliminarily anticipated to be complete by June 2011.